

KLGB • LONG BEACH, CALIFORNIA



# LONG BEACH AIRPORT HELICOPTER PILOT GUIDE

Volume I - 2007



### **Airport Information**

Identifier: LGB

Field elevation: 58 feet MSL

Coordinates: N 33°49.1' W 118°09.1'

Radio frequencies:

**ATIS 127.75**

**Tower 119.4 (CTAF), 120.5**

**Ground 133.0**

### **LGB Telephone Directory**

ATIS	(562) 595-8564
FAA FSDO LGB	(562) 420-1755
Automated Weather	(562) 424-0572
FAA Control Tower	(562) 424-7128
Flight Service Station	(800) 992-7433

### **Airport Administration**

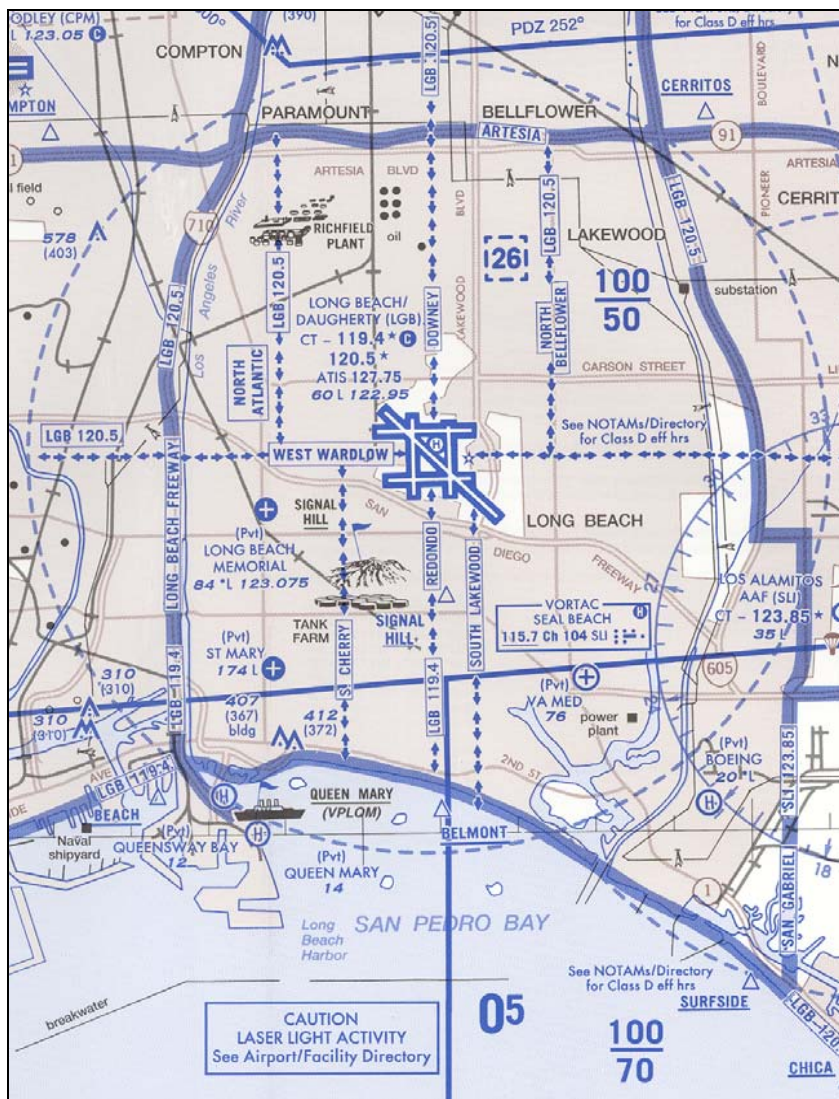
Admin. Office	(562) 570-2600	
Operations/Noise	(562) 570-2635	Freq. 122.85
Security – 24 hours	(562) 570-2640	
Public Affairs	(562) 570-2678	
Website	www.lgb.org	
Airport E-mail	lgbarpt@longbeach.gov	

### **Helicopter Support Services**

AirFlite	(562) 490-6200	Freq. 129.375
Signature Flight Support	(562) 997-0700	Freq. 130.60
Mercury Air Center	(562) 490-2874	Freq. 131.60
Rainbow Air Academy	(562) 424-0119	Freq. 122.85
Long Beach Air Center	(562) 425-8800	Freq. 122.85

## Inbound and Outbound Routes

Helicopters shall remain at or below 500 feet MSL within 1½ miles of the Airport, otherwise at or below 700 feet MSL.



NOT FOR NAVIGATIONAL USE.

REFER TO THE MOST CURRENT HELICOPTER ROUTE CHART.

### **West or East Traffic Configuration**

When LGB ATCT is operating in West Traffic or East Traffic configuration, unless ATIS states otherwise.

Radio frequencies: **ATIS 127.75**

Airspace north of Runway 25L-7R: **120.50**

Airspace over Runway 25L-7R and south: **119.40**

Routes used during a West or East Traffic configuration, unless otherwise approved by ATC:

- Downey - via Downey Ave. north of the Airport.
- Redondo - via Redondo Ave. south of the Airport.
- East Wardlow - via Wardlow Rd. east of the Airport.
- West Wardlow - via Wardlow Rd. west of the Airport.

### **South or North Traffic Configuration**

When LGB ATCT is operating in North Traffic or South Traffic Configuration, unless ATIS states otherwise.

Radio frequencies: **ATIS 127.75**

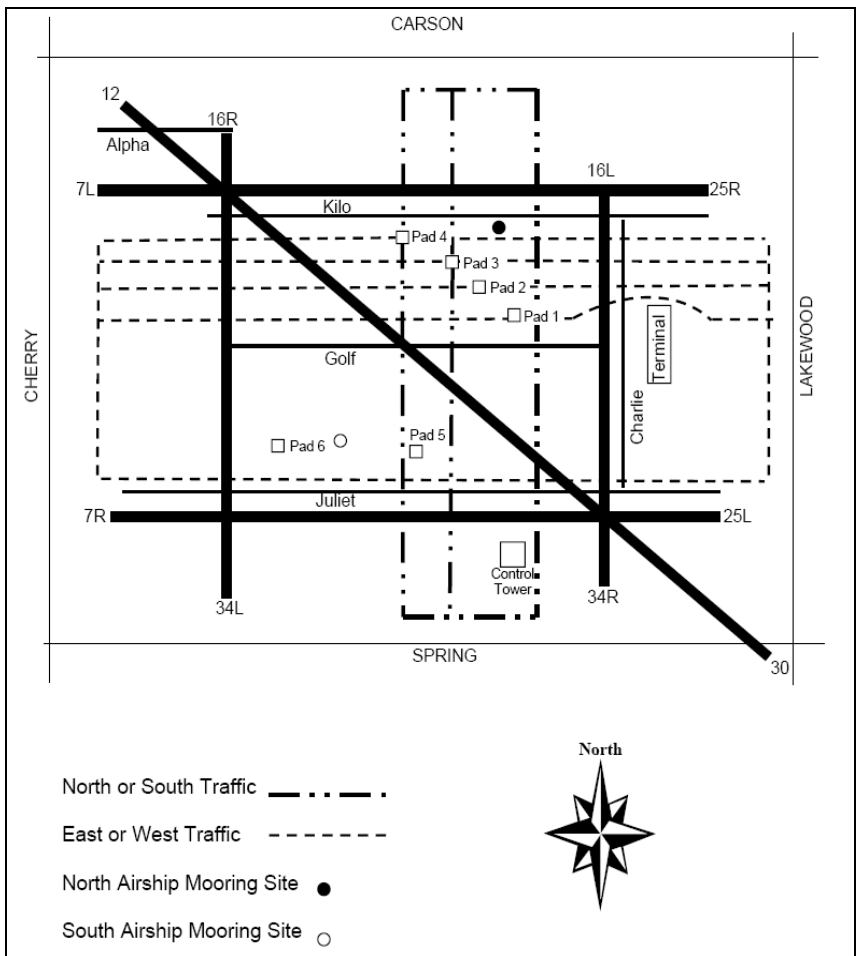
Airspace west of Runway 16L-34R: **120.50**

Airspace over Runway 16L-34R and east: **119.40**

Routes used during a South or North Traffic Configuration, unless otherwise approved by ATC:

- South Lakewood - via Lakewood Blvd. south to the traffic circle, then south to the shoreline.
- South Cherry - via Cherry Ave. south to the shoreline.
- North Bellflower - via Bellflower Blvd. north of Wardlow Rd.
- North Atlantic - via Atlantic Ave. north of Wardlow Rd.
- East Wardlow - via Wardlow Rd. east of the Airport.
- West Wardlow - via Wardlow Rd. west of the Airport.

## Pads and Traffic Patterns



Pad assignments shall be on a “first-come, first-served basis.”

Pads 1 and 2 shall not be used during North or South Traffic due to the close proximity of Runway 16L-34R.

Pads 3, 4 and the north blimp mooring site shall not be used simultaneously during West or East Traffic configurations.

Pads 5 and 6 shall only be used for hover and lane work. Arrivals to and departures from Pads 5 and 6 shall climb or descend clear of all active runways. Pads 5, 6 and the south blimp mooring site shall not be used simultaneously.

Traffic patterns shall use a common downwind. Pattern altitude is 500 feet MSL. Climb to 300 feet MSL prior to turning crosswind, when feasible.

During East or West Traffic, helicopters shall remain east of Cherry Ave., north of Taxiway Juliet, south of Taxiway Kilo and make the turn at Lakewood Blvd.

During North or South Traffic, helicopters shall remain west of Runway 16L-34R, east of Runway 16R-34L, north of Spring St., and south of Carson St.

Helicopters shall not over-fly the terminal building below 500 feet MSL.

Hover/lane work, which requires operations more than 50 feet from the assigned pad, must remain in the same lane and requires prior approval from LGB Air Traffic Control Tower. Operations shall remain at least 400 feet laterally from all active runways.

Running landings and takeoffs are authorized to use Taxiway Golf provided the following conditions are met:

- (1) Requested by the pilot.
- (2) Operations are only conducted when in West Traffic.
- (3) Solo student pilots are prohibited from requesting this operation.
- (4) Taxiway Golf and Pad 1 shall not be used simultaneously.
- (5) Helicopters shall operate between Runway 16L-34R and the hold bars for Runway 30.
- (6) Only one (1) helicopter on Taxiway Golf at a time.
- (7) Helicopter operators may be asked to relocate to a pad in order for ATC to accommodate taxiing aircraft.
- (8) Helicopter operators shall remain in two-way radio contact with ATC and shall not turn their radios down while on the taxiway.





### **Tips from the Tower**

The complex design of this Airport, combined with the diversity of traffic found almost nowhere else in the LA basin, makes this Airport unique and complicated to navigate. High vigilance is encouraged, and necessary to operate at this Airport.

#### **I. Initial Contact**

1. Have the current ATIS.
2. State name of facility being called.
3. State full call sign.
4. On initial call-up, state: position, altitude (if airborne), that you have the ATIS, and your request.

#### **II. Radio Procedures**

1. Listen to the frequency before you transmit.
2. Listen for a break. If the controller is talking to another aircraft, give that aircraft a chance to reply.
3. Think before keying your transmitter. Know what you want to say, where you want to go.
4. Keep the mic close to your lips and after pressing the mic button, a slight pause may be necessary to be sure the first word is transmitted.
5. When you release the button, wait a few seconds before calling again. The controller may be busy.
6. Be alert to the sounds or lack of sounds in your receiver. Check the volume, recheck your frequency, and make sure that your microphone is not stuck in the transmit position. This is called a "stuck mic." Watch your language. Everything is being taped.

#### **III. Helpful Suggestions**

1. Keep the pattern in tight when visibility is poor.
2. When you receive a traffic call, look for the traffic and report it in sight ASAP (especially when being sequenced).
3. When inbound on an instrument approach, advise the tower of your type of landing on initial contact.
4. If you're lost, confused, or don't understand, tell us.

## **General Procedures**

Helicopters shall cross all runways midfield at 500 feet MSL unless otherwise requested and approved by LGB ATCT.

Pilots must specifically request a clearance to “remain east of Runway 30.” Solo student pilots are prohibited from requesting this operation.

Helicopter operations that originate or terminate at ramp areas shall:

1. Remain clear of all taxiways.
2. Take off and land in the same direction as the fixed-wing traffic flow during East or West Traffic.

When instructed to hold north/east or south/west of Runway 30-12, enter a left racetrack pattern, remaining clear of Runway 30-12 and between the appropriate parallel runways.

180-degree auto-rotations during simultaneous helicopter operations shall be made to any pad as long as the pads to the left are not in use during South or West Traffic and the pads to the right are not in use during East or North Traffic.

## **Special VFR (SVFR) Procedures**

SVFR helicopters shall maintain visual reference to the surface at all times.

Departing helicopters shall report reaching VFR conditions or exiting the Long Beach Class D airspace, whichever occurs first.

The southeast area of the Long Beach Class D airspace contains the instrument final approach course. Routine SVFR operations in the area are discouraged and are not normally authorized.

LGB Air Traffic Control Tower shall use the following reduced separation minima with those aircraft that are signatories to the LOA:

Between SVFR helicopters and an arriving or departing IFR aircraft:

½ mile if the IFR aircraft is less than one mile from Airport.

1 mile if the IFR aircraft is one mile or more from the Airport.

1 mile between SVFR helicopters.

This separation may be reduced to 200 feet if: both helicopters are departing simultaneously on courses that diverge by at least 30 degrees and separation can be determined by reference to surface markings; or, one of the departing helicopters is instructed to remain at least 200 feet from the other.



The Long Beach Airport is one of the most diverse airports in the country, offering commercial passenger service, general aviation and two aircraft manufacturing centers. Long Beach ranks among the busiest general aviation airports in the world with more than 350,000 annual operations.

Located in the center of the City, there is no way for aircraft to arrive or depart the Airport without crossing over residential communities. This close proximity to neighborhoods and residents has elevated concerns about noise and related issues. To safeguard the quality of life of Long Beach citizens, the City of Long Beach adopted an Airport Noise Compatibility Ordinance, which is recognized as one of the strictest in the nation. Noise is monitored and measured continuously in the areas surrounding the Airport using the latest technology.

Tenants and users of the Airport are expected to adhere to the provisions of the City's Noise Compatibility Ordinance and utilize fly-quiet procedures at all times. As members of the helicopter community you can continue to enjoy the benefits of Long Beach Airport by flying neighborly and quietly.



4100 Donald Douglas Drive, Long Beach, CA 90808